

Series I
Correspondence,
1932-1973

Box 5, Folder 11

January 3, 1944 -
May 27, 1944

0893

Box 5
Incoming

Dear Rafe--BuPers, John Roper, 3 January 1944
Problems of assignment of officer personnel with expanding fleet.

Dear Bates, General Board, Admiral Kalbfus, 17 January 1944
p.2, fine discussion of military education. Also letter of 21 March 1944.

Dear Richard, Naval War College, 18 July 1944, from Captain Crosby--discussion of War College.

Dear Rafe, USS SAN FRANCISCO, Captain H. E. Overesch (Swede) 29 July 1944. Comment on Bates analytical ability and usefulness.

General Board, Kalbfus, 27 May 1944. Armed forces unification and War College policy.

My Dear Dickie, CinCPOA, Vice Admiral McMorris, 12 Dec 1944
Discussion and recommendation of Bates promotion to Rear Admiral.

0894

NAVY DEPARTMENT
BUREAU OF NAVAL PERSONNEL
WASHINGTON 25, D. C.



3 January 1944

Dear Rafe:

I have delayed acknowledgement of your letter of December 17th, to give Joe Daniel, who has the Cruiser detail desk, a chance to study it and make necessary notes for future reference. I am enclosing a copy of Joe's memo to me, which is self-explanatory.

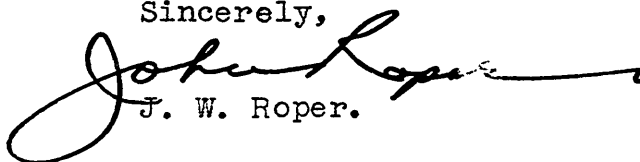
I know your ship was pretty well depleted of officer talent by happenings down in my old bailiwick before I left and by further changes during the long overhaul period. We therefore realize you are not in the same position as most cruisers as regards feasibility of fleet-ups.

We are not in any position to send regular lieutenant commanders as make-you-learns. As you realize, the regular officers are being spread thinner and thinner as the construction program continues; we are having a hell of a time making an acceptable minimum number of regulars available anywhere.

I have hopes of getting away from here before many months go by and my ambition is a command such as your present one.

With all good wishes for success in the New Year, and always, I am

Sincerely,


J. W. Roper.

Captain Richard W. Bates, U.S.N.,
Commanding Officer, U.S.S. Minneapolis,
c/o Fleet Post Office,
San Francisco, Calif.

0895

Pers-311-LJH

3 January 1944.

MEMORANDUM

To: Captain J. W. Roper, U.S.N.

Subj: Officer Personnel U.S.S. Minneapolis (CA36)

We are trying to go as easy on the Minneapolis as possible. We do not intend to detach the First Lieutenant or Navigator without sending in suitable reliefs. If it becomes necessary to detach the Executive Officer a relief will be sent in.

It is requested that the Commanding Officer notify us as soon as the mak-e'-learn Engineering Officer is ready to take over. We will try to send in two Reserve Lieutenant commanders as understudies for the Engineering Officer and Navigator if we can obtain them. No young lieutenant commander Naval Academy graduates are available as they are all being made heads of departments.

J. C. Daniel,
Captain, U.S.N.,
Detail Officer,
Large Combatant Ships.

0896

DEFENSE SUPPLIES CORPORATION

WASHINGTON, D. C.

January 3, 1944

Captain R. W. Bates
United States Navy
U. S. S. Minneapolis
c/o Fleet Post Office
San Francisco, California

Dear Captain Bates:

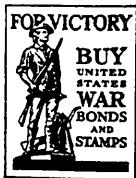
I have your letter of December 16 regarding four tires which you turned over to the Railway Express Agency for sale to this Corporation under the Idle Tire Purchase Plan. The four tires were valued at \$4.60, one of them being valued at \$4.00, and the other three at 20¢ each.

Tires collected under this program were delivered to our warehouses where they were inspected by the best local tire men available, appointed as appraisers on the recommendations of the local rationing boards of Office of Price Administration. Since these men had no connection with either the purchase or subsequent distribution of the tires, and were paid by the Government for their service without regard to the value, they could have no reason for establishing any other price than what they believed was the proper valuation of the tires. It is possible, of course, that an error may have been made, as the element of human error cannot be eliminated from any program involving millions of items. However, our experience has been that in most cases supposed undervaluations have been due to the owner's failure to recognize the true condition of the tires.

While we do not have the record of your transaction here, it would appear that one of the tires was probably classed as a basic tire carcass, which means a tire in sound condition but requiring recapping. This would be the case if your tire was 6.25x16 or 6.50x16 size.

The prices paid for tires were the retail ceiling prices established by OPA. Such prices depend upon the tread design depth remaining on the tire when measured at the shallowest point, and are based on the tire being in sound condition and not requiring repairs. If repairs are required, a deduction was made to cover the cost of them. Obviously, these ceiling prices are the highest at which the tire could be transferred under price regulations.

The three tires valued at 20¢ each either required repairs, deductions for which reduced the price of the tire to a value of 20¢ or less or the tires were beyond repair in accordance with regulations of OPA and the War Production Board governing the use of repair material. Scrap tires were valued at 20¢ because the price of scrap rubber was somewhat under 1¢ a pound and the average passenger car tire weighs



0897


about twenty pounds. There were a number of conditions which could make a tire subject to failure at any time and which could not be repaired within the specifications abovementioned and yet might not be readily recognizable either by an unskilled person or upon a cursory examination. Such conditions as ply separations, radial cracks into the cord body, or some types of breaks might be entirely unnoticed and yet make a tire actually in use subject to failure at any time.

It would appear in your case that you had the tires inspected before you turned them in in order to determine which of your tires you should hold and which you should dispose of. If the tires were properly inspected by the man who handled them for you, and he could supply you with an affidavit that they were in sound condition and required no repairs, arrangements could be made to correct the price paid. I am sure that you will realize that an impartial appraisal having been made, we must assume that the price established is correct unless some reasonable evidence is provided that an error occurred. While we do not question the possibility of error, there has been no evidence of widespread errors and it would certainly not be proper to disburse Government funds merely upon a possible difference of opinion without some reasonable evidence that the Government appraiser had made a mistake or that some confusion had resulted in the relating of incorrect tires to your shipment.

We realize the difficulty in obtaining a statement of this kind, and regret that in some cases it may be impossible to correct a mistake. However, I do not believe that it would be possible to follow any other policy. If you can obtain an affidavit from the man who inspected your tires to the effect that the tires (describing them by size and condition) which you turned in were in sound condition and did not require repairs, the Agent of this Corporation can make an adjustment. I suggest that such an affidavit, together with your letter and the form which accompanied the check sent to you, be submitted to this office, and we will refer it to the Agent in whose territory the tires were handled, presumably our Agent in Boston, but possibly our Agent in New York.

I can assure you that no private organizations or individuals would profit as a result of an undervaluation, and that therefore only the Government would benefit by a mistake if one occurred. I can also assure you that I greatly regret any errors which may have occurred and cannot be corrected, a condition which is inherent in a program such as this, conducted under wartime conditions of manpower shortage and inadequate transportation and warehousing facilities.

Yours very truly,


STUART K. BARNES,
Vice President

0898

Pers-3209-PLM

7 January 1944

From: BuPers
To: Boatswain Warren STEWART, USN
Naval Repair Base, San Diego, Calif.

Subj: Report on fitness in your case - period 31 August 1943
to 9 September 1943.

Ref: (a) Article 137 (7), U. S. Navy Regulations.

1. The attached report is forwarded for such statement that you desire to make in regard to the unsatisfactory entries under question fourteen. If you do not desire to make a statement, you will so state in writing.

2. You are directed to return all papers to this Bureau and to furnish the reporting senior a copy of your statement.

By direction.

E. W. Shanklin,
Commander, USN.
Officer Performance Div.

CC Capt. R. W. Bates, USN
CO USS MINNEAPOLIS.



0899

DEPARTMENT OF THE NAVY
GENERAL BOARD
WASHINGTON

17 January 1944

Dear Bates,

I have all three of your letters, including that of 9 January. I have tried valiantly to write you but circumstances have combined against my doing all that I have wanted to do. We have been shorthanded in the office and we have had, I am glad to say, a great deal of Board work on hand. There was no use in my writing you in free hand for, even if you could read it, it would take me half a day to put down all I have in mind.

I thought that I knew your general operating area but I confess to a certain amount of surprise when your letter of 9 November arrived with its Yugoslavia stamps. I had expected that, sooner or later, we must penetrate into the Adriatic but I didn't realize that we were there already, and it took a little closer inspection to disclose the fact that the words "U. S. postage" were printed on the stamps. I was, therefore, prepared against the possibility of your operating in the Baltic when your letter of 22 December arrived carrying the Danish stamps. Of course, I am highly in favor of everyone being acquainted with the characteristics of possible or probable theaters but I don't believe even the MINNEAPOLIS can cover quite so many miles in such a short time. The changes in relative position are a little too great.

If news of Mrs. Kalbfus' illness has reached you before this letter does I hasten to assure you that she has left the hospital and is recuperating at home. She had an attack of pleurisy, following a week or more of the flu, and I was very lucky to get her into the Doctors' Hospital, far and away the finest hospital in this area. As a matter of fact, all of the hospitals are so crowded that I was lucky to get her into any hospital. But there was no question but what she must be hospitalized at once. Her recovery was normal and though she is still very weak there is nothing left for her to do but to take it easy until she gets her strength back.

As for my own indisposition, we thought we would take a couple of days off and go to New York for over Thanksgiving. We were staying, as usual, with Mrs. Vanderbilt when I came down with an infection which had the flu beat for I had to stay there in bed for five days before I could return to Washington. But I finally got away, very weak, and after several days at home here went back to the office feeling really better than ever.

I am hopeful for the future, as regards professional education of the type that you and I are interested in. I do not discount

0900

experience, special training, nor specialized knowledge but I am more than ever convinced that those who wage war must be grounded in the fundamentals of successful warfare. The opportunity to become thus grounded has been crowded out by administrative and operating demands on a personnel whose over-all strength was not great enough to meet educational requirements as well. I draw a sharp distinction between education and training, my view being that the scope of education is considerably broader than that of training. It is true that a riveter can be trained in riveting without having gone to school and without being able to read or write; in other words, without being educated. But he will continue to be a riveter under these conditions and I think he would be even a better riveter if he had some previous education.

I mention this because the words "education" and "training" are given as synonymous in most dictionaries. One of the greatest wrongs that was ever done the War College was in the early General Order which was headed "Training for Higher Command". The inference was that all one had to do was to go to the War College in order to be able to exercise high command. And although the War College never advanced this as a claim, it was made into a charge by the unthinking just the same. As you may recall, I rewrote this General Order at the request of the Department and it is now headed "Mental Training for the Exercise of Command". Training, as I see it, involves repetition of certain acts or processes until they become almost second nature, while education makes possible a broad view, a picture of the whole which will enable the individual to see how the particular action for which he has been specially trained fits in.

We also suffer because the distinction between a strategist and a tactician is not understood generally. Stonewall Jackson is held up as a great military genius whereas he actually was a fine tactician in a limited theater of operation. Lee was the strategist and had the position of the two been reversed, I doubt if the Confederacy would have gone as far as it did for I can find nothing in history to show that Jackson took a very broad view of things.

I have not intended to write a discourse on professional education but I want you to know that I think you are decidedly on the right track and doing exactly what I would expect of you in taking the stand that you are taking afloat. We must have planners and we must plan ahead in order to meet the demands of the future, even though the years of peace appear to be unbreakable. This country must acquire, somehow, a national concept of war which will show the people not only that war is not impossible but that the demands of war cannot be met by emergency thinking or emergency action. Our potential enemies do not think and act along those lines. There must be in operation an educational system which will include all branches of the government and whose task will be to study war continuously from every angle and

against every imaginable enemy. Our magnificent personnel can always be relied upon to exhibit great courage and resourcefulness in an emergency and, because of this, they are all the more entitled to a leadership which has planned ahead and seen to it that the circumstances under which the war is waged are the most advantageous obtainable.

I had not intended, as I said above, to write so much but I know your interest and I hope that you will continue to let me hear from you. I will try to answer more promptly than I have done in the past.

Mrs. Kalbfus joins me in best to you and to all of our other good friends with whom you may come in contact.

Very sincerely yours,



Captain R. W. Bates, U.S.N.
U.S.S. MINNEAPOLIS
Fleet Post Office
San Francisco, California

0902

ADDRESS REPLY TO
THE COMMANDANT
AND REFER TO NO.

COMMANDANT'S OFFICE
NAVY YARD, MARE ISLAND, CALIFORNIA

January 29, 1944

Captain R. W. Bates,
USS MINNEAPOLIS,
c/o Fleet Post Office,
San Francisco, California.

Dear Rafe:

Thank you so much for your kind letter of 9 January,
for the expressions which it contained and for bothering to write it.

As you know, I left my "boys" with great reluctance.
You all were doing so extremely well I was selfish enough to want to
stay and bask in the reflected glory. More power to you and again
thanks.

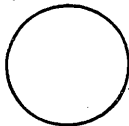
Always sincerely,


M. S. TISDALE.

0903

Print the complete address in plain block letters in the space below, and your return address in the space provided. Use typewriter, desk ink, or pencil. Write plainly. Very small writing is not suitable.

No. _____



ICEMAN'S STAMP

CAPTAIN R. W. BATES, U.S.N.

U.S.S. MINNEAPOLIS,

C/O FLEET POST OFFICE,

SAN FRANCISCO, CALIFORNIA

Comdr. E.E. Harlett, Jr.
(Sender's name)

U.S. Naval Academy
(Sender's address)

Annapolis, Maryland.

27 Jan., 1944

(Date)

Dear Raf:

You sure were a swell guy to take time while fighting a war to remember my youngsters, and I can assure you it was appreciated by them and by their parents. But you do much too much, and, after all, you're Godpapa to only one of them. They think you're about the finest chap that ever lived and I can promise that you'll have their eternal devotion. And they're so proud of you, too - out there doing what their old man should be doing. They're proud, too, of your revision of "Eternal Father", for to know that a fighting man has such inspiration is a lesson they'll not soon forget.

I appreciated immensely your kind remarks about my personal predicament; I need something of that sort occasionally to buck me up. It's sorta tough just watching the parade go by, malkovtowing to men who were once juniors and whom I know to be definitely inferior. Every night I dream I'm at sea - and wake up with an ache in my heart. But at the same time I know I'm extremely lucky to be able to carry any load at all - and think of poor Spuds. So I try to do my job as best I can, and be satisfied. Right now I'm acting as Head of Dept., for Rube Hall has gone to the hospital with a heart attack.

We're delighted you got so grand a billet, for those fighting cruisers are reserved for men with a reputation and a future. And I know how happy you are to be in the thick of things. Engrave every bit of your experience on your mind so you can pass it on to your friends - and to history - when you get back. The M has already made a wonderful reputation, but I'm expecting still better things from her now. So hit that line like you used to do - circa 1916! You birds on the job probably don't realize how important you are. It takes a budding historian on the sidelines to do that.

I had no idea where you'd gone when you left NYC until we got a belated letter from MaryC saying how much they'd enjoyed your stay at M.I.. I immediately wrote you a letter of congrats, but I judge from yours that you never got it. Perhaps it will yet show up. Incidentally I forwarded one to you from Duddie the other day. She's now at Stuart Hall, Staunton; she was getting so big a rush here that we had to get her away if she were ever to acquire an education. Fortunately she loves it there - but she's much too pretty for her own good. Alice, at 12, hasn't yet acquired an interest in boys, but she's developing a very perky cuteness of her own, so it can't be long now.

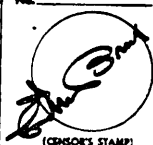
ibby is head over heels in work - Gray Ladies, Red Cross, Navy Relief, Girl Scouts - she does too much for her own good and isn't too well as a result. By sticking to my regimen I manage to get along about as usual, though I find it increasingly more difficult to walk. All of us send love and a God Bless You! And may you soon have a chance to "lay her alongside".

V - MAIL

d weds

0904

No.



To

CAPT
RICHARD W. BATES
U.S. ARMY
% U.S.S. "MINNEAPOLIS"
% POSTMASTER
SAN FRANCISCO CAL

From

COMPL EDWARD BREED

(Sender's name)

SPEC DET. G-2, 5TH ARMY

(Sender's address)

HEADQUARTERS AB 400

% POSTMASTER N.Y.

JAN 28 44

(Date)

FIG. WE HAVE NO SCOTCH OR RYE! (AY DEM!)

DEAR RAFF:-

WHAT HO! NO WORD FROM YOU
IN 2 FISCAL QUARTERS! YOU MAY
BE WINNING THE WAR "BUT IF YOU
SAY YOU ARE WITHOUT SIN, YOU
DECEIVE YOURSELF!" - THERE'S
MARIAD HASN'T HEARD FROM YOU
IN YEARS (AND SHE'S DIVORCED AGAIN!)
ALSO BETTY LANGUISHES! HAVE
SEEN YOUR PALS ZONY ZIKOLI,
BOB CARY, AND BILL SCHOTT. WHEN
THIS IS OVER I HOPE TO JOIN YOU.
SAVE ME A JOB! THE ARMY IS
FINE. I GET ZONY FURIOUS BY
WEARING ARMY UNIFORMS WHILE HE HAS?
GO & BOUND IN DUSTY "BLUES!"
Raymond
TED.

0905

COMINCH FILE

UNITED STATES FLEET
HEADQUARTERS OF THE COMMANDER IN CHIEF
NAVY DEPARTMENT, WASHINGTON, D. C.

30 January 1944.


Dear Rafe:

I was glad to have your letter of the 20th, although such fulsome, undeserved praise is a little bit too much for my frail constitution.

I can well understand what a good time you must be having, and particularly in this period when things seem to be rolling more and more rapidly and successfully. How I envy you. I do not know what my fate is going to be here, but hope in one way or another that it may not be too many months before I get back to sea.

With best regards and hopes for continued success and good luck.

Sincerely,


F. S. LOW.

Captain R. W. Bates, USN,
USS MINNEAPOLIS,
c/o Fleet Post Office,
San Francisco, California.

0906

REPLY:

COMMANDANT,
NAVAL AIR CENTER, SEATTLE,
NAVAL AIR STATION,
SEATTLE, WASHINGTON

NAVAL AIR CENTER, SEATTLE

HEADQUARTERS
NAVAL AIR STATION
SEATTLE, WASHINGTON

18 February 1944

Captain R. W. Bates, USN
USS MINNEAPOLIS
c/o Fleet Post Office
San Francisco, Calif.

Dear Captain Bates:

Commander Bergen is in Washington, D.C. and called the office this morning long distance. I read your letter to him at his request and he asked that I write you a note immediately, and he will write you again just as soon as he returns to the office.

In the meantime, thought perhaps you might appreciate my giving you some of the news.

Commander Bergen is Chief Staff Officer of the Naval Air Center, Seattle with Captain Simard as his skipper whom he had met "somewhere" previously. It is very obvious that Commander Bergen is enjoying his work no end, and I would say that all of his experience and knowledge of aircraft is a very valuable asset in solving all the problems connected with the construction and operation of the eleven air stations under this command. In other words, we are very fortunate to have Commander Bergen stationed here.

If Commander Bergen were writing this letter, no doubt, he would have used all of the above space telling you about Seattle's climate, which he thinks is deplorable. If you have ever been in Seattle, Captain, you will know that our weather here is perfect. In fact, the climate here promotes such health that the desks in our schools are larger than those in any other state in the Union.

I might add, too, that I think Commander Bergen has fully recovered from his illness.

Sincerely,

Lillian E. Green
Secretary

0907

A16-3
Serial 081

UNITED STATES PACIFIC FLEET
CRUISERS

~~CONFIDENTIAL~~
29 February 1944.

From: Commander Cruisers, Pacific Fleet.
To : Commanding Officer, U.S.S. MINNEAPOLIS (CA36).
Via : Commander, Cruiser Division SIX.

Subject: U.S.S. MINNEAPOLIS (CA36) Action Report -
Bombardment of TAROA ISLAND and Participation in
Occupation of KWAJALEIN ATOLL.

Reference: (a) CO MINNEAPOLIS Conf. ltr. CA36/A16-3
Ser. 022 of 10 February 1944.

1. The action report, reference (a), was excellent in its completeness and coherence. The special comments of Part V of the report showed careful thought and were particularly well presented. Such reports contribute to more efficient prosecution of the war by disseminating an understanding of lessons learned in combat.

J.L. KAUFFMAN.

UNCLASSIFIED

0908

C-O-P-Y

FB3-6/A16-3
Serial 013

UNITED STATES PACIFIC FLEET
CRUISER DIVISION SIX

~~CONFIDENTIAL~~
11 March 1944

FIRST ENDORSEMENT to
ComCruPac Conf. Ltr.
A16-3 Serial 081 of
29 February 1944.

From: The Commander Cruiser Division SIX.
To : The Commanding Officer, U.S.S. MINNEAPOLIS.
Subject: U.S.S. MINNEAPOLIS (CA36) Action Report -
Bombardment of TAROA ISLAND and Participation
in Occupation of KWAJALEIN ATOLL.

1. Forwarded with pleasure.

ROBT. C. GIFFEN.

UNCLASSIFIED

0909

A16-3

UNITED STATES PACIFIC FLEET
CRUISERS

Serial 0107

13 March 1944

~~CONFIDENTIAL~~

From: Commander Cruisers, Pacific Fleet.
To : Commanding Officer, U.S.S. MINNEAPOLIS (CA36).
Via : Commander Cruiser Division SIX.
Subject: U.S.S. MINNEAPOLIS (CA36) Report of Participation
in TRUK Air and Surface Action - 16-17 February
1944.

1. The very excellent report of participation in the TRUK air and surface action submitted by the Commanding Officer of the U.S.S. MINNEAPOLIS has been read with much interest by Commander Cruisers, Pacific Fleet, and his Staff.

2. This report is one of the best of its kind received by this Office and the Commanding Officer is to be commended for his excellent work as well as for the opinions expressed therein.

J.L. KAUFFMAN

UNCLASSIFIED

0910

FB3-6/A16-3/
P15/00/(029)

UNITED STATES PACIFIC FLEET
CRUISER DIVISION SIX

C-O-P-Y

~~CONFIDENTIAL~~
14 March 1944.

FIRST ENDORSEMENT to
ComCruPac Conf. Ltr.
A16-3 Ser. 0107 of
13 March 1944.

From: The Commander Cruiser Division SIX.
To : The Commanding Officer, U.S.S. MINNEAPOLIS.
Subject: U.S.S. MINNEAPOLIS (CA36) - Report of Participation
in TRUK Air and Surface Action - 16-17 February 1944.
1. Forwarded with pleasure.

ROBT. C. GIFFEN.

UNCLASSIFIED

0911

CA32/ P20-2
Serial 012

U. S. S. NEW ORLEANS

~~CONFIDENTIAL~~

21 March, 1944.

From: Commander, Task Unit 58.3.2.
To: The Chief of Naval Personnel.
Subject: Captain R. W. BATES, U. S. Navy, Performance
of Duty for Period 15-20 March 1944 inclusive.
Reference: (a) AlNav 171-43.

1. Captain R. W. BATES, U. S. Navy commanded
U.S.S. MINNEAPOLIS in Task Unit 58.3.2 during the period
15-20 March 1944 inclusive.

2. During this period Captain Bates was tem-
porarily attached to this command; his performance of duty
left nothing to be desired. His ship was handled smartly
at all times.

S. R. SHUMAKER.

Copy to:
Captain BATES ✓
ComCruDiv 6

UNCLASSIFIED

0912

DEPARTMENT OF THE NAVY
GENERAL BOARD
WASHINGTON

21 March 1944.

Dear Bates,

Yours of the 13th came in at a high rate of speed, for I received it on the 18th. I am, of course, very glad to hear from you again and I am glad to have this opportunity of letting you know that I am in pretty close touch with your operations because of facilities here which you can easily visualize.

My letter of 17 January was the last that you heard from me and I am now glad to say both members of this family are back on their feet, out of the doghouse, and in full circulation. Mrs. Kalbfus has regained her strength very rapidly and was able to give a luncheon of some twenty odd places in honor of Mrs. Frank Knox last week. Of course, our little house will not hold more than two extra persons besides the dogs so she had the luncheon at the Mayflower, where, from all accounts, they did themselves proud. So proud, in fact, that we are staging a dinner there next week in honor of Secretary and Mrs. Bard.

I can easily see from your letter, if I didn't know it already, how fully you realize the asset you have in having acquired military background before going to the front. While I am not inclined to be sorry for myself, having been in all wars from 1898 on, I cannot but observe that I also have some background but cannot go to the front and I am not certain how much good talking, by itself, accomplishes here on the so-called home front which is, as far as I am concerned, very much the rear.

However, there have been one or two moves very recently which indicate that some of the preaching is taking effect. Neither of these moves, as far as I know, is secret and I may tell you that a board is now in session, with Admiral Pye as its president, to survey and recommend the steps necessary to insure that adequate educational facilities will be available and in operation after the war. With Admiral Pye as the President of the Board, we may be assured that there will be suitable provisions for mental preparation for command. Also, in addition, I understand that the Board is to cover everything from the Naval Academy on up.

The other move is directly in line with this one. There is to be a Joint Committee of Congress which will examine into the military future of the United States. The slate includes such extremely high-grade men as Mr. Woodrum and Mr. Wadsworth, who know what they are talking about and understand the necessity for military

0913

Captain R. W. Bates, U.S.N.

Page 2.

readiness. Mention of this committee has been already made in the newspapers although the committee has not yet been authorized by Congress. Secretary Knox strongly endorsed the idea in the papers this morning and it begins to look as if our dreams are to come true, and that we are not to lapse into a state of careless complacency when we get through with this fight.

There is a great deal I could discuss with you from a military standpoint but there would be very little criticism in anything that I might have to say. We are seeing the effect of careful planning and magnificent execution, and I am filled with pride with each report that I read. Imagine the Japs thinking they could lick us.

Everything seems to be going along nicely in my house and lot in Newport. I hear from Ballou quite frequently; they have had a very mild winter with practically no rain or snow and really need some rain. I don't know when I shall get up there again but I may run up in June and look into the garage apartment which will be vacant that month.

Mrs. Kalbfus joins in best to you. We are following your progress with pride and are certain of your success.

Let me hear from you soon.

Very sincerely yours,

E. C. Kalbfus

Captain R. W. Bates, U.S.N.
USS MINNEAPOLIS
c/o Fleet Post Office
San Francisco, California.

0914

Print the complete address in plain block letters in the panel below, and your return address in the space provided. Use typewriter, dot ink, or pen. Write plainly. Very small writing is not suitable.

No. _____



CARSON'S STAMP

To Capt. Richard W. Bates, U.S.N.
U.S.S. Minneapolis,
40 Fleet Post Office
San Francisco, California

From

M. A. Calvert
(Sender's name)

Box 439, Coconut Grove
(Sender's address)

Miami-33, Florida

28th March, '44
(Date)

Dear Rafe, My typewriter has quit. I think you would like to know that Tom, my son, was killed in a heavy Glider accident, on 14th March, shortly after midnight, and pitch black. Being commissioned, he was Pilot, of course, but it was no fault or error of his. His body, with his wife, and military escort, came here. He was given a full military funeral, and afterwards cremated, and his ashes strewn in Biscayne Bay, here; everything done according to his wishes.

Think this is all I can say, right now, but I wanted to let you know. I am very ill, but fortunately have a grand nurse, and everybody tries to look out for me. Phia, Tom's wife, and her mother, were here, but left yesterday for Md. her home. I hope Phia will be back soon, to stay with me always. She is as crushed as I am. Regards, Maria d

V - MAIL

POST OFFICE DEPT. PERMIT NO. 22

0915

FB3-6/A16-3
Pl6-3/00
Serial 034

UNITED STATES PACIFIC FLEET
CRUISER DIVISION SIX

7 April 1944.

From: The Commander Cruiser Division SIX.
To : The Chief of Naval Personnel.
Subject: Captain Richard W. Bates, U.S. Navy, File No. 9027 - Report of Participation in Naval Actions by.
Reference: (a) Article 137(15), U.S. Navy Regulations, 1920.
(b) ALNAV No. 121/1942.

1. During the period 19 July 1943 to 7 April 1944, the subject named officer participated in the following actions while serving as Commanding Officer of the U.S.S. MINNEAPOLIS, which ship operated under my command. He at all times performed his duties in a highly satisfactory manner.

- (a) Participated in the assault and capture of the Gilbert Islands (Makin Group), 20-24 November 1943.
- (b) Participated in the raid on Kwajalein, Marshall Islands, 4-5 December 1943.
- (c) Participated in the bombardment of Taros Island, Maloelap Group, Marshall Islands, 30 January 1944.
- (d) Participated in the assault and capture of the Kwajalein Group, Marshall Islands, 31 January to 5 February 1944.
- (e) Participated in the assault on Truk, Caroline Island Group, 16-17 February 1944.
- (f) Participated in the circumnavigation of Truk Atoll, and action off North Pass during afternoon and night of 16-17 February 1944.
- (g) Participated in the assault on Saipan and Tinian, Marianas Islands, 22 February 1944.
- (h) Participated in the assault on Yap, Woleai, and the Palau Islands, 30 March to 1 April 1944, inclusive.

UNCLASSIFIED

0916

UNITED STATES PACIFIC FLEET
CRUISER DIVISION SIX

FB3-6/P15
Serial 43

7 April 1944.

From: The Commander Cruiser Division SIX.
To : The President, Board of Awards, U.S. Pacific Fleet.
Via : The Commander-in-Chief, U.S. Pacific Fleet.

Subject: Captain Richard W. Bates, U.S. Navy, File No. 9027;
Recommendation for Award of Legion of Merit.

Enclosure: (A) Record of engagements and campaigns participated in while serving under my command in the United States Pacific Fleet.

1. By enclosure (A) the various engagements and campaigns during which the subject named officer served with distinction are outlined in detail.

2. As a result of his outstanding service as Commanding Officer of the U.S.S. MINNEAPOLIS during the engagements and campaigns set forth in enclosure (A), it is recommended that a Legion of Merit be awarded to:

RICHARD W. BATES, CAPTAIN, U. S. NAVY, 9027.

for:

CITATION

By his alert and resolute initiative, his superb skill, his disregard for personal safety, and his steadfast devotion to duty as Commanding Officer of the U.S.S. MINNEAPOLIS over a period of nine months operations against the Japanese, he contributed materially to the success of forces operating under my command in the capture and occupation of the Gilbert Islands, the Marshall Islands, and the strikes against Truk, the Marianas, Yap, Woleai, and the Palau Islands.

ROBT. C. GIFFEN.

Copy to:
Officer Record Section, Bureau
of Naval Personnel.

0917

**RECORD OF ENGAGEMENTS AND CAMPAIGNS PARTICIPATED IN WHILE SERVING
UNDER MY COMMAND IN THE UNITED STATES PACIFIC FLEET IN THE CASE OF**

CAPTAIN RICHARD W. BATES, File No. 9027, U.S. NAVY.

While serving as Commanding Officer of the U.S.S. MINNEAPOLIS and under my command during the period 19 July 1943 to 7 April 1944, the subject named officer participated in the following engagements and campaigns:

- (a) The assault and capture of the Gilbert Islands, (Makin Group), 20-24 November 1943.
- (b) The raid on Kwajalein, Marshall Islands Group, 4-5 December 1943.
- (c) The bombardment of Tarot Island, Maloelap Group, Marshall Islands, 30 January 1944.
- (d) The assault and capture of the Kwajalein Group, Marshall Islands, 31 January to 5 February 1944.
- (e) The assault on Truk, Caroline Islands Group, 16-17 February 1944.
- (f) The circumnavigation of Truk Atoll and action off North Pass during afternoon and night of 16-17 February 1944.
- (g) The assault on Saipan and Tinian, Marianas Islands, 22 February 1944.
- (h) The assault on Yap, Woleai, and the Palau Islands, 30 March to 1 April 1944, inclusive.

ROBT. C. GIFFEN.

ENCLOSURE (A) TO COMCRUDIV-SIX SERIAL 43 of 7 APRIL 1944.

0918



NAVY DEPARTMENT
BUREAU OF NAVAL PERSONNEL
WASHINGTON 25. D. C.

Pers-311-HMM

13 April 1944.

Captain R. W. Bates, U.S.N.,
U.S.S. Minneapolis CA36
c/o Fleet Post Office,
San Francisco, California.

My dear Captain:

This is in answer to your letter of 19 March. I have looked into Captain Roper's file and find that he sent you an answer to your last letter on 28 January 1944. I hope you have received it by now. However, I will repeat a few of the most pertinent points in that letter.

Your Executive Officer, Commander Hogle is not on the Captains List. Lieutenant Schmidt and Lieutenant LeVeaux will go to Heavier-Than-Air about 1 June. Lieutenant Simpson will go to P.G. and Naval construction in June 1944. Outside of those officers, we do not expect to make any detachments in the near future. If we do detach any, we will make sure there is a trained relief on board, or if he is key officer, and no one there is suitable to relieve him, we will send a suitable officer in as replacement before detachment.

I believe your Navigator should have a change of duty, but we will not detach him until we have a well-qualified Naval Academy graduate available to replace him.

I am sorry that I cannot give you more definite information. However, the situation changes so fast that it is extremely difficult, even impossible to make definite plans so far ahead.

With best regards.

Respectfully,

C. Daniel
C. Daniel,
Captain, U.S.N.,
Detail Officer,
Large Combatant Ships.

0919

700 Picacho Drive
La Habra Heights, Calif.
29 April, 1944.

My dear Captain: -

I have had some really phenomenal luck. In spite of air transportation facilities being heavily taxed both at Tarawa and at Pearl, I managed to talk my way on to the first plane leaving and thus arrived in San Francisco at noon on Saturday, the 15th, less than 48 hours after departure from Majuro. Then it took me half that long to come from S. F. to Los Angeles (via train).

I gave the family quite a surprise. Beat the stork by four days so was on hand to drive Mardi in to the hospital at the customary (for such events) hour of 3 A.M. on the 20th. Only had to pace the deck for five hours until a beautiful 7 pound daughter arrived — instead of that boy you had predicted. We named her Marjorie Lee, and will call her Lee. Both she and Mardi are feeling fine.

I have been having a wonderful time here on ^{our} place picking avocados, tending the chickens and rabbits, eating lots of good home cooked meals. But I'm getting a little sleepier every day for at night I'm up

0920

one hour out of every three tending to Lee. Guess the fellows in the wardroom would get quite a laugh if they could watch me giving her "a scrub down fore and aft." When Gregg saw her nursing the first time he was most astounded and said, "I can't imagine getting milk that way."

He has seen rabbits bred (without understanding what goes on), so when we decided to get a buck he said, "Well, let's get a nice, friendly buck that just beats his legs up and down but doesn't pull all the fur off the does."

I saw Admiral and Mrs. Friedel in Los Angeles the other day and they asked particularly about you and the MINNIE. I regret that my stay in San Francisco was so short I did not have time to go see Dr. Bates, but did talk to him at length via phone giving him such information as was permissible. He was most interested and very proud of the fine job you are doing.

Have just received my new orders as Navigator of the new ATLANTA (CL 104) building at an east coast port. After my 30 days leave I go to the Naval Training Station at Newport, R.I., for pre-commissioning training

of the crew.

If there is anything I can do for you up there, or anyone you wish me to call on to give an account of your activities, I am at your service — just let me know.

I find the people here on the west coast as a whole think we practically have the Japs licked; I am doing what I can to enlighten them on that matter. I have had men working in defense plants tell me that whenever the papers come out with glowing headlines of a "great victory in the Pacific" absenteeism noticeably increases the next day and work slackens off. The few "material" sacrifices people are making are more than offset by their higher wages. Some of them who do not have loved ones on the fighting front apparently would not mind if the war lasted a decade. The coloured racial problem is far from dormant and will, I believe, cause more serious difficulty in the future.

Now that I am to be a navigator, I am even more grateful than before for the many fine lessons

you taught me about ship-
handling, bridge conduct and
development of military character.
I feel that my time spend under
you was the most beneficial
of my naval career. I am deeply
appreciative of your many
kindnesses and considerations.

Mardi joins me in warm
regards to you and in praying
God's continued blessing upon
you and your fine ship. We know
"He forgets not His own."

Sincerely yours,
Scotty Mc Iver.

140
[REDACTED]
120-2/00
Serial 037

CRUISER DIVISION TEN
Fleet Post Office
San Francisco, Calif.

4 May 1944.

From: Commander Cruiser Division TEN.
To: Chief of Naval Personnel.
Subject: Captain Richard W. BATES, U. S. Navy (9027)
Commanding Officer, U.S.S. MINNEAPOLIS;
Report of Fitness.
Reference: (a) ALNAV 171-43.

1. The subject officer, Commanding MINNEAPOLIS, served under my command from 11 April 1944 to 4 May 1944, inclusive.

2. During this period his ship was operating as a part of a carrier task force which was conducting operations against advanced Japanese bases.

3. I am pleased to report that the performance of MINNEAPOLIS during this period was eminently satisfactory.

HEWLETT THEREAUX.

Copy to:

ComCruPac.
ComCruDiv Six.
C. O. MINNEAPOLIS.

UNCLASSIFIED

0924

IN REPLYING ADDRESS
COMMANDANT OF THE MARINE CORPS
WASHINGTON 25, D. C.
AND REFER TO



SERIAL

HEADQUARTERS U. S. MARINE CORPS

DGO-281-dar

WASHINGTON

10 May 1944

Captain R. W. Bates
c/o Commander in Chief, Pacific Fleet
Fleet Post Office
San Francisco, California

My dear Captain Bates:

After Admiral Taussig collected the various letters and memoranda from officers of the Fleet, in which they commented upon absenteeism, the various contributions were assembled and a copy of each was referred by the Admiral to each member of the Naval Clemency Board, of which the Admiral is senior member. As one of the members, I was furnished with a copy. As the officer in charge of the Discipline Division of this Headquarters, I was much interested in the views of the officers who responded to the Admiral's request, and particularly in ~~the~~ *your* memorandum for Admiral Giffin dated 24 December 1943.

In paragraph 5 "Lack of Uniformity of Punishment", an illustration is given which particularly attracted my attention. As it is possible that you do not have a copy of your memorandum conveniently at hand at this time, a copy of your paragraph 5 is enclosed for ready reference.

I might say in passing that I do not know to which Commandant you refer in the fifth line of the paragraph. This Headquarters has often noticed that one particular District Commandant is particularly lenient and that the general court martial in that District is especially lenient in passing sentences. While I am not at present prepared to draw any fixed conclusion from the following facts, it has been noted, as a matter of fact, in this Headquarters that the number of desertions did not materially increase, despite the increase in the Marine Corps, during the period when this Headquarters frequently deferred execution of entire sentences during a probationary period and immediately transferred the man to duty in the theatre of operations. By contrast, since last summer when the Department's policy regarding uniformity and punishments for deserters and absentees was published, the number of desertions in the Marine Corps has slightly increased. During this period, there has been followed a general policy of requiring each general court martial prisoner to serve at least as much confinement as a summary court martial prisoner would serve before he went back

0925

to duty. What connection there may be between this policy and the increase in the number of desertions I am not prepared to state.

One item in your letter which particularly aroused my curiosity, and one on which I would like to follow up, is the reported incident of the marine private who jumped ship, reported in at a shore station, and was promoted to corporal. It would be greatly appreciated if it would be possible for someone familiar with the facts to furnish me with the name of this individual in order that I might undertake to determine how this came about. It is obvious that such an incident is not good for morale and, therefore, it is considered advisable to do something about it. It is not believed that I can accomplish anything by writing another general directive, but that I should go to the bottom of the particular case. In order to do this, it would be necessary for me first to determine the name of the marine involved.

Respectfully yours,


JOHN E. CURRY
Colonel, U. S. Marine Corps

0926

5. Lack of Uniformity of Punishment: In noting the punishment given men of this ship who remained behind when we sailed - and in this connection I am glad to say the number is reportedly small indeed when compared to other ships - I have noted that the punishment given varied from practically nothing up to General Courts Martial. And in one of the General Court Martial cases, the Commandant remitted almost the whole sentence. It seems to me that this question of a lack of punishment being assigned to men for being overleave, as well as a lack of uniformity in punishment for the same cause, has a lot to do with absenteeism. We have had men leave this ship who have written back to men on board and charged them with being dumb because they remained on board and took a chance on battle damage when they might have jumped ship and been assigned a nice billet in a nice mainland station. I think that there is a little less of this now than there was in the past, but I have just heard of a private, formerly in our Marine Guard, who jumped ship and reported in at some shore station, and now has been made a corporal. This is definitely not good for morale, and if carried to excess certainly would increase absenteeism.

0927

U. S. S. MINNEAPOLIS
C/O FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

6 June, 1944.

Dear Captain Bates:

In reply to the Captain's letter, Horne has given me copies of four different cases where the Commandant of the Eleventh Naval District or the Judge Advocate General mitigated sentences to any great degree. I believe that the case of David O. Box, hospital apprentice first class, U.S. Navy, is the one referred to in the Captain's letter on absenteeism. Paragraphs 1 and 2 had been circled in pencil with a check mark by paragraph 2.

The Marine private referred to was Joseph P. King, private, U.S.M.C.R., who went A.O.L. from the ship on 18 August, 1944. On 20 August, 1944, he was reduced from the grade of private first class to that of private for reason of A.O.L. and transferred by staff returns to the Marine Barracks, Navy Yard, Mare Island, California. Last December one of the men in the Detachment received a letter from him showing his rank as corporal. This letter has since been destroyed, so the complete address is unavailable. How he jumped from private to corporal he did not say in his letter.

For the Captain's information I have recieved information that, Private Eddie Molino who was transferred to the 5th Amphibious Corps last March has been sent back to the States, given thirty days leave, and promoted to private first class. Private Molino is the Marine that went A.O.L. last August, reported in in Chicago, and was sent back to the ship. He was later given a Summery Court Martial and sentenced to thirty days solitary confinement on bread and water, which he served in the Marine Brig, Navy No. 128.

I hope that this information is what was wanted and that it will be of some value.

Susan is getting along quite well. She sent her Dad a Father's Day card and signed it with her foot print.

Respectfully,

Reginald R. Myers
REGINALD R. MYERS

0928

HEADQUARTERS SEA FRONTIER

Navy Number One One Six (116)

c/o Fleet Post Office

New York

16 May 1944

Dear Rafe:

The Old Alley Cat

Just received your nice letter of the 10th of April out here in my new command. I greatly appreciate it and the sentiments you so nicely put. It certainly was Hell to pull away from the old gang out there in the far Pacific, and realize as I certainly do that no longer will I be leading the "Hell Cats" into action; but I suppose age, injuries and 37 months was all that I could expect.

I heard in Washington that Sam Shoemaker is being detached and that you are also going, where I don't know. Please let me know where you go to, and if there is anything I could do, Rafe, you know I would be more than happy to do it. Keep up the old "Alley Cat" tradition, and again I want to thank you for the fine work my Flag Captain did for me in our many bombardments and battles in the Central Pacific.

When I arrived home I found Else couldn't talk due to a laryngitis condition, so my ten days was limited to putting her in bed in the hospital for four days then taking her to New York immediately and closing all the night clubs. This cured the cold and all the nervousness due to 37 months absence. In addition I told her that her son was in safety ~~in~~ from patrol in that submarine of his.

Please give my very best to the gang and as for you, you know how I feel toward you. I hope I like this job; having never been at a desk before, I have my doubts if they can keep me in the office.

Well, Rafe, you old "Alley Cats" behave yourself and by all means get married. You are too old to be by yourself now.

Robt. C. Giffen

ROBT. C. GIFFEN

Captain R. W. Bates, USN.
U. S. S. MINNEAPOLIS
% Fleet Post Office
San Francisco, California

0929

Vice Admiral R. C. Giffin, USN.
Commandant
Navy One One Six (116)
% Fleet Post Office
New York, N. Y.

0930

In reply refer to:

**TRAINING COMMAND
SUBMARINE FORCE, PACIFIC FLEET**

Fleet Post Office,
San Francisco, California,
25 May 1944.

Captain R. W. Bates, U.S.N.,
U.S.S. Minneapolis,
Fleet Post Office,
San Francisco, California.

Dear Rafe:

Many thanks for the kind letter. I appreciate the sentiments you expressed, as did Charles Lockwood. Our business fell off in March and April but May will be a good month. I am afraid we are shooting ourselves out of targets and, in addition, Tojo is acquiring a little more talent.

I know you are sorry to leave your ship but we will be glad to see you here. Probably Cincpac wants to make use of your great ability which you have so often demonstrated.

Thanks again for your letter. Best wishes.

Your sincere friend,



John H. Brown, Jr.,
Rear Admiral, U. S. Navy.

0931

UNITED STATES PACIFIC FLEET
CRUISER DIVISION SIX

C-O-P-Y

FB3-6/A16-3
Serial 088

 27 May 1944.

FIRST ENDORSEMENT to
ComCruPac conf. ltr. A16-3
Serial 0218 dated 9 May 1944.

From: The Commander Cruiser Division SIX.
To : The Commanding Officer, U.S.S. MINNEAPOLIS.

Subject: U.S.S. MINNEAPOLIS (CA36) - Analysis of General Tactics
used by Japanese search and Attack Planes in Attack on
Task Groups 58.2 and 58.3 during night of 21-22
February 1944.

1. Forwarded with pleasure.

G.T. JOY.

UNCLASSIFIED

0932

A16-3

UNITED STATES PACIFIC FLEET
CRUISERS

Serial 0218

May 9, 1944

~~CONFIDENTIAL~~

From: Commander Cruisers, Pacific Fleet.
To : The Commanding Officer, U.S.S. MINNEAPOLIS.
Via : Commander Cruiser Division SIX.

Subject: Analysis of General Tactics used by Japanese Search
and Attack Planes in Attack on Task Groups 58.2 and
58.3 during night of 21-22 February, 1944.

1. Subject analysis was thorough, concisely done, thought
provoking, and in general excellent.

2. Such reports conduce to rapid increase in battle efficiency
of our ships.

3. The commanding officer is commended on the excellence of
subject report.

J.L. KAUFFMAN

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0933